

THE RIO NEWS.

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NUMBER 9

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OLD DRAINAGE WORKS OF RIO.

From the *Journal de Commercio*.

The first drainage works of the city of Rio de Janeiro date from colonial times and the task of writing a historical notice of them would be very difficult if it were not for the works of the late illustrious Friar José da Costa Azevedo, Monsenhor Pizarro and Dr. Haddock Lobo, whose writings are the only ones on the subject that are to be found in our archives.

According to Dr. Haddock Lobo's Municipal Land Register (*Tombo das Terras Municipaes*) there existed, before the second French invasion in 1711 under the command of Duguay-Trouin, a tortuous ditch which extended from the Santa Luzia to the Prainha square, passing through the Rua da Ajuda, Guarda Velha, Largo da Carioca, Rua Uruguaiana and Prainha. This ditch drained the rain water from what was then known as the Campos da Cidade.

The governor, Luiz Valsa Monteiro, seeing the enormous difficulty and expense involved in the continuation of the wall commenced in 1711 by Brigadier João Macé for the defense of the city from the frequent invasions, resolved to substitute for it a great moat which should be navigable throughout its entire length and thus serve for the better defense of the city on occasion of attacks. The old and crooked ditch being in part utilized for this purpose was greatly enlarged and improved, particularly at the point corresponding to the Rua da Uruguaiana.

The part of the ditch extending from the Largo da Carioca to that of Santa Luzia gradually disappeared by being filled up as the city extended in that direction. The part between the Largo da Carioca and Prainha was, however, kept open and was improved by the municipal council as is seen by the royal letter of April 21, 1725, which orders that the waste water from the Carioca fountain shall be carried off by this ditch. It also received the surface drainage of the Rua do Cano (Sete de Setembro), Ouvidor, Rosario, Hospício, Alfândega, Sabão (General Camara), São Pedro, Violas (Theophilus Ottoni), and Aljube (Prainha). This ditch being uncovered served also as the receptacle for all the filth of the habitations near it, as well as for the excrementa of the São José seminary and the Aljube jail.

Into this larger ditch there emptied a smaller one draining the surface waters from the region now occupied by the Cidade Nova, in the zone between the Ruas Princeza and Principe dos Cajueiros, as well as the waters of the mangrove swamps that existed in that vicinity.

Notwithstanding all the improvements made in it, this ditch was so badly leveled that at high tide the sea water entered it as far up as the Rua da Alfândega. In heavy rains the water overflowed, inundating all the adjoining streets and thus spreading the filth deposited in it. After these overflows the city would be so infected that rare indeed was the individual who escaped the constant febrile epidemics, such as ague, pernicious (then called rotten or malignant), remittent, bilious fever, etc.

Not only on account of what we have just stated but also because of the myriads of mosquitoes which bred in this ditch, the viceroy, Conde de Cunha, ordered it to be covered with large flagstones. This, however, did not improve the hygienic condition of this terrible focus of miasma as is proved from the following passage from the *Memoria Philologica e Pathologica do Rio de Janeiro*, attributed to Friar José de Costa Azevedo.

When the ditch was open the free access of air accelerated putrefaction and the pestiferous gases which were formed were diffused and dissipated in the atmosphere so that, being less condensed, they were less dangerous. With the ditch covered, however, there is without doubt less decomposing matter, there is always enough to work harm, because there being no movement of air the poisonous gases are retained and condensed until they attain sufficient volume and force to break through any crack or opening and charge the atmosphere with a rank poison.

As the city expanded other less important ditches were constructed which served more to aggravate the bad hygienic conditions than to drain away the rain water which during heavy rains overflowed, and still overflows to-day, certain localities of the city. This was very natural because these works were made little by little, without the slightest regard to scientific principles; whereas the difficult topography of our capital, surrounded as it is by gigantic mountains and containing within its limits large-sized hills, should have been maturely studied.

The second ditch, constructed later, commenced in the rear of the lots of the Rua de Rezende, between the Invalidos and Riachuelo (formerly Mata Cavallos), passed in the rear of the lots of the Rua dos Invalidos to the Rua do Senado where, crossing the street below the surface, it continued along the Rua Conde d'Eu near the Campo de Santa Anna, Rua Araripe, Formosa (General Caldwell) to the termination in the mangue of the Cidade Nova. This ditch was almost always obstructed in consequence of the mud washed down from the hills of Santa Theresa, Paula Mattos and Senado during the heavy rains, and also in consequence of the refuse of all sorts thrown into it by the inhabitants whose lots it traversed.

In some streets the water, not finding an outlet, rose to the height of four or five palms, depositing in them thick beds of viscid mud which for many hours, and at times for days, would interrupt transit. The mephitic emanations, not only of the marshes but also of the filth thus spread out, corrupted the atmosphere and rendered this part of the city very unhealthy—that is, subject to malarial fevers of a malignant character, *limphatic pernicious*, etc. as is attested by the Barão de Lavradio, president of the board of health, in his report of March 16, 1869.

These and other less important, defective ditches served rather to infect the city than to drain off the surface water. It may be truly said that until the organization of the City Improvement Company all fecal matters, slops, etc., were thrown into the ditches, or upon the beaches. Several enterprises were organized for the removal of fecal matter, but as they involved great expense they were short-lived. Of these the one that best fulfilled its duties was that of Rhodes, which for this reason was the longest-lived. It will be readily understood that the lower classes of the city having no money to spend with these enterprises, still continued to make use of the ditches and beaches where they paid nothing.

The spectacle we presented before the organization of the City Improvements Company was a sorry one indeed. The attention of foreigners, who landed on our shores, was at once attracted by the disgusting and nauseating picture which was presented, for not even the places of embarking and disembarking such as the old quays of Pharos and Mineiros were spared. I well remember that, arriving in Rio de Janeiro in 1853 and residing in a house which overlooked the Praia dos Mineiros, although still a child I was greatly struck by the barbarous actions and language of the blacks who, loaded with immense barrels filled with fecal matter many days old, marched down to empty them on the most frequented beaches of the city. It is no exaggeration to say that at nightfall such was the fetid atmosphere and the crowd of loaded negroes encountered at every step that it was almost impossible to pass the streets near the shore.

The Barão de Lavradio very well says, in the report just cited, that whoever has once seen these battalions of porters traversing at a rapid pace certain streets as the Guarda Velha, Ajuda, Ouvidor, Rosario and others, composed for the most part of old, maimed and drunken slaves and freedmen, some of whom seemed at every moment about to fall with their heavy loads, jostling the passers-by, can not avoid, at a shudder at the recollection of the fear he

felt of being assaulted by a "tiger"—the slang name of the barrels loaded with nightsoil.

Dr. J. P. FARINHA.

SANTA CATHARINA.

The following extracts from a private letter recently received from a well-informed gentleman in the province of Santa Catharina, affords an excellent insight into the industrial life of that province. Although possessing a fine climate and large areas of fertile soil, the people are content to lead a hand to mouth existence, and to take no further interest in the development of their province than the necessities of the day call for. How fatal such a policy must be to the well-being of the people and to every interest of the country, is clearly apparent; it will be an obstacle to all progress which no railway nor other public improvement will ever be able to counter-balance.

Writing from an interior locality on the 26th ult., our correspondent says:

"With the withdrawal of the monthly appropriations to assist colonists the business of the province has become 'slaky.' One house in the colonies has already failed; and the collector for a large house in Desterro, who was making a trip through the interior after 40,000\$ of debts, was lucky enough to return with 500\$. Cattle, the great staple here, are cheaper on the coast than in the interior, there being no buyers for cash and few of any kind.

"Agriculture as such is unknown, or at least it is not practised. The modes of planting are of the most rudimentary description. With vast fields and bottoms of good land, the people abandon them to the cattle and go off seldom less than twenty miles from their habitations to the mountain sides to plant, thus losing much valuable time. They have a theory that as the mountains produce trees, and as trees are larger than blades of grass, therefore the mountain lands which sustain the largest trees must be richer than the alluvial bottoms which produce grass only, however rank it may be. Hence, with excessive labor, they fell and burn the trees, leaving the unsightly stumps and half-consumed trunks on the ground, and plant their beans or maize, sometimes a little tobacco or rye, by making holes in the ground with a stick in which to deposit the seed. The only fertilizer ever used is the ashes left in burning away the trees.

This rude planting done, the rest is left to 'Dens.' When the dwarfed stalks afford a few straggling grains of ripened corn, they drive their hogs to the place to fatten them, after which they are driven back again. Should the hogs leave any corn in the field it is gleaned for household consumption. In a short time the land becomes exhausted when it is abandoned and another clearing is made as before. And this is the system of agriculture which colonists are invited to practise by which they are to gain not only independence, but also the riches promised by the colony speculators.

"This brief account of the *modus operandi* of our agriculturists will show you that our coffee estates, as well as all others, are in a very rudimentary state. There is not one iota of exaggeration in this description, not even in the 'making holes in the ground with a stick.' Each person plants for his own immediate necessities, except the poorest people who raise enough surplus maize and beans to exchange in town for the absolute necessities they can not produce themselves. None of these products are produced for export, though they always command good prices on the coast and the mule trains go unloading down to the sea-ports after such necessary articles as are not to be obtained here.

"There are a very few ox and water mills (very small) in the country which grind the wheat that is scantily raised. The cultivation of wheat is carried on by a very primitive and singular wooden plow—in some cases where the planter is more enlightened than his neighbors—which is molested after that used by Ulysses to farrow the sands of the sea-shore when he entered into a specu-

tion to raise a crop of salt. With such means they manage to raise a little wheat, which they grind into a dark and suspicious-looking flour, coarse in grain and bitter to the taste. The flour is unbolted and is sifted, after grinding, by hand. There are thousands of people here who never eat bread, nor even 'corn dodgers,' though they do eat boiled hominy sweetened with sugar. Very few of the country people plant vegetables, and with hundreds of cows they have milk and cheese rarely, and butter at intervals. In rainy weather they never have milk as they consider it too wet and muddy to milk in the open air, and shelter for the animals is a thing unknown.

RAILROAD NOTES

—In January the receipts of the "Paulista" railway were 158,936\$130, and the expenditures 58,588\$793, leaving a balance of 100,377\$337.

—The British steamer *Lalande* arrived at Pernambuco on the 10th inst. with 2,421 steel rails and 28 packages of machinery and iron work for the Linoeiro railway.

—During the last six months of 1879 the Sorocabana railway of São Paulo transported 10,658 passengers and 9,125 tons of freight. This shows an increase over the preceding six months of 565 passengers and 1,391 tons of freight.

—When a halloa train on the Mogiana railway, S. Paulo, was returning in Campinas from Anhumas on the evening of the 15th inst., a cow was run over, throwing the train from the track. One man was killed and two seriously wounded.

—According to the *Cruzador* the government has resolved to apply the appropriation made for the extension of the Pernambuco line to the Rio São Francisco, which has been abandoned, to the construction of the Caruaru railway in the same province.

—Import duties having been collected on the rolling stock and other material of the Catagol railway arriving at this port from New York, the minister of agriculture has decided that such material is exempt from duties and that the amounts collected as such shall be paid back to the company.

—Decree 7,679 A, of the 28th ult. approves the final survey of the railway between the Pernambuco and Victoria line, passing through Jabotão, province of Pernambuco. The line was laid out by the engineer in chief of the Pernambuco railway extension, and its length is given as "101,295 metres and 855 millimetres."

—We learn from the *Monitor Campista* that locomotives passed over the Rio Marié bridge, Carangola railway, on the 7th for the first time. Two locomotives first crossed separately, and then re-crossed together. The test was considered to be perfectly satisfactory, the bridge showing no signs of weakness under the strain.

—F. Martins da Silva wants the provincial assembly of S. Paulo (project 143) to levy an annual *Arca* tax of 25000 on every free man and free woman over 21 years, residing in the province, the proceeds of which shall be applied to the construction of the Sorocabana railway extension from Baccatara to the Rio Paranaapanema, at the entrance of the Rio Tibagy.

—Two large buildings have just been completed at S. Diego by the Dam Pedro II railway, one for the reception of fresh beef from the Santa Cruz slaughter house, and the other for the reception of fresh vegetables, fruits, fish, etc., from the interior. The first of these buildings will not be opened for use until the completion of the new slaughter house at Santa Cruz; the second has opened for use on the 20th.

—During the last six months of 1879 the receipts of the São Paulo (English) railway were 2,375,090\$440 and the expenses 942,995\$310, leaving a balance of 1,474,095\$130. This shows an increase over the corresponding six months of 1878 of 228,595\$210 in receipts and 32,706\$710 in expenditures. The kilometrical receipts were 16,957\$843 and expenditures 4,625\$804. The number of passengers carried was 64,680, of which 20,542 were first-class, and 44,147 second-class. The increase over the last half year of 1878 was 4,755. The freight movement amounted to 81,188 tons, an increase over the corresponding half year of 1878 of 8,352,310 tons.

—On the 16th inst. the Barão do Pinhal introduced into the São Paulo provincial assembly a project conceding to one or more persons [unnamed] a privilege for 92 years, without prejudice to the contract with the "Paulista" railway, for the construction, use and profits of a railway from S. João do Rio Claro to Araraquara, passing through S. Carlos do Pinhal. The road must be built without placing the province under any obligation. The same privilege will be conceded for the construction of branches from the main line to Brotas, Dona Carregos and Jabá. The road must be built with the same gauge as that of the "Paulista" railway and its construction will be subjected to the usual conditions.

THE RIO NEWS

PUBLISHED TRIMONTIALLY

on the eve of departure of the American packet, the French packet of the 15th, and the Royal Mail packet of the 14th of the month.

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All subscriptions must run with the calendar year. Back numbers supplied at this office from April 1st, 1879. Subscriptions and advertisements received at the EDITORIAL ROOMS—8 Rua São Pedro.

Agents for the United States: C. McCulloch, BECKER & Co., at Wall Street, New York

RIO DE JANEIRO, MARCH 24TH, 1880.

A LETTER mailed in this city on the 8th inst. and directed to a well-known firm in São Paulo, was received in that city on the 19th inst. — too late to serve the purpose for which it was sent. As this is only one instance in the many, from which the business community is suffering, we trust that the director of the general postoffice in this city will inquire into the cause of these delays. The gross carelessness which often characterizes the dispatch of mails through the postoffice has become a matter of just complaint, as it involves inconveniences and losses which are wholly unnecessary. We know from experience that there is no certainty whatever in the dispatch of newspapers, and we are constantly beset with complaints from various localities that our journal has not been received. It is true that newspapers are not usually handled with the same care as letters, and that they sometimes get lost; but there is certainly no excuse for the frequency with which this happens. One of our subscribers in this city, whose paper is received through the mails, informed us about two weeks since that he had just received two copies which were mailed over three months ago. To another, in an interior town of this province, we have sent triplicate copies of nearly every issue to insure a complete file. Wearing and perplexing as this all is, and injurious to our enterprise as it must necessarily be, we have withheld our complaints from the public from a desire to occasion no embarrassment to the postal authorities, whose duties are certainly delicate and arduous. The matter, however, has now gone quite far enough, and further silence would be nothing more than an ill-advised encouragement to negligent postal employees. There can be no excuse whatever for consuming ten days in transmitting a letter to São Paulo, nor can there be any excuse for the continued loss of mails. We are sure that the director of the postal department will recognize the justice of the complaints which the business community feels compelled to make, and that he will see the necessity of requiring a careful and thorough attention to their duties on the part of his employees.

NOW THAT the monitor *Salvador* has been found, and the fears of a great disaster have happily been dissipated, it is time to institute inquiries into the causes of the accident, and to determine whose shoulders shall bear the blame for an occurrence which has brought shame and ridicule upon the whole Brazilian navy. Troops are not sent sent beings, and they rarely run amuck to port or on the high seas at their own sweet will. They are usually looked upon as costly engines of war, filled with powerful, complicated machinery, and obedient to intelligent skill and command. In the case of the *Salvador* we have an ironclad which had been lying unused in port for a year or more. A sudden order was received from the navy department to make her ready at once for a short cruise down the coast, and in accordance with this order an entirely new complement of officers, engineers and men were put on board. It was taken for granted that everything was in order and that nothing more was necessary than steam to set the monitor in motion. That was tried and failed. The second trial put her in motion but developed the fact that the engineer could not control her. The third trial, under a foreign engineer, it is said—showed her to be perfectly obedient to her machinery. This was deemed sufficient and the monitor was at once sent to sea, without further trial and without a tender. The result was, and it was a very natural one, that the machinery of the monitor was

broken soon after she left port, and had it not been for the vigorous search soon after instituted, she would probably have been lost with all on board. The causes of this disaster are, sufficiently apparent to locate the blame at once. In the first place it was an error to put so complicated a piece of machinery in new hands; no experienced naval authorities would have thought of such a thing. It is evident from the two first trials that the engineers were entirely ignorant of the machinery and that they could neither work it nor control it. It was an error to order the vessel to sea, after so long a period of inactivity, without first carefully testing her machinery for a week or more, and that too by the very best engineers. A careful man would not treat a tug-boat in such a way. It was an error to put the monitor in command of an officer inexperienced in the mechanism and control of such vessels—however skilled and reliable he might be in all other respects. A life's experience on a sailing vessel is an insufficient qualification for the command of a steamer. And after all that, it was a great error to send the monitor to sea after only three tests, two of which showed that her engines were unfitted for the trust. Those unsuccessful attempts should have led the naval authorities to institute a careful examination into the condition of the monitor, and to secure engineers and officers able to control her in all emergencies. As it is, many lives have been seriously endangered, and the great weakness of the Brazilian navy has been proclaimed to the world.

IN ANOTHER column will be found an interesting sketch of the old drainage works of this city—if we may dignify them with such a title—and of their influence on public health, which we translate from a series of excellent articles now publishing in the *Jornal do Commercio* by Dr. J. P. Farinha. The subject, though not at all times a pleasant one, is one of more than usual interest, not only because of its direct relations with the well-being and health of the people, but also because of the evil consequences which have been entailed upon the city by the maladministration of former years. It seems incredible that any people should have permitted the existence of practices so disastrous to public health and public morality, and that, too, for so long a time. And yet this sordid state of affairs continued for generations in this city, poisoning the earth and bay, and rendering one of the fairest localities of Brazil the abode of some of the most dangerous and malignant diseases known. The time has long since passed when the occurrence of epidemics were called "visitations of providence"—the civilized world has learned to trace them back to their causes and to place the blame on those whose ignorance or indifference has brought about the insalubrious conditions necessary to the existence of the diseases. This sketch proves conclusively what we have previously urged as to the existence of fevers in this city, and it fully confirms the conclusions drawn from an examination into the sanitary history of other cities—notably Havana—where epidemics occur at frequent intervals. The old city of Rio de Janeiro is literally built upon a stratum of filth and poison earth, whose influence is clearly shown not only in the continuous existence of yellow fever here throughout the year, but also in its large annual death rate. This state of affairs must be candidly acknowledged and met, not by talk and superficial remedies which are designed simply to attract the attention of casual observers, but by thorough sanitary works and by unwearied sanitary precautions. To do this there must be a working board of health instead of an ornamental one; there must be soil drainage to insure dryness, as well as house drainage; there must be an abundance of water to insure cleanliness everywhere, in the houses, streets and drains; there must be an abatement of those street nuisances which are part and parcel of the barbarous customs which our first-page article illustrates, and which grievously offend public morality as well as public health; there must be a cessation of making the beaches and bays a receptacle for all kind of refuse and filth; and there must be a radical reform in house architecture, as also in the location of streets and houses, and in the building of walls, all of which serve to shut out the free circulation of air. All these things are radical necessities in the sanitary adminis-

tration of this city. Although they will not relieve us from the existence of the stratum of poison now underlying this city, they will all tend to modify its malarial influences.

THE PERSISTENT efforts to obtain possession of the Passio Publico for hotel and restaurant purposes, sugar-coated with a project for a zoological garden, is a matter which should receive the thoughtful attention of the Brazilian public. The success which has already attended this enterprise warrants the fear that this beautiful garden with its unrivalled terrace will be given up almost at the asking and without one single thought as to the evils sure to follow. We have no wish to interfere with any private enterprise, and certainly should not do so with this one were it not that it intrudes upon public rights and interests. As to the demand or expediency of building a hotel in that part of the city fronting the bay and harbor entrance, we have nothing to say. It is a hotel promises to be a paying enterprise, it certainly can not need public assistance and should therefore be built with private capital and on private grounds. If it can not pay without public help then it should not be built at all. This, however, aside from the objections which we wish to urge against handing over the terrace of the Passio Publico to hotel and restaurant purposes. At present this terrace and garden is a favorite resort for ladies and children—in fact it is the only easily accessible public garden in this city. The establishment of a restaurant there, accompanied as it will be by the usual crowd of loafers and disreputable characters, will render the place unfit for these two classes. The restaurant-patronizing class have no need of this place; they have the whole city already. The ladies and children do need it; they have no other place, except the distant Botanical Gardens. This reason alone—the retention of this garden for the use of these two classes—is amply sufficient for jealously keeping it intact and protecting it from every harmful influence. Besides this, there are sanitary reasons against the project which should not be overlooked. To be sure the board of health has made no complaint, but that is not expected. The board of health only acts when the plague has come. Public gardens have long been looked upon as the lungs of cities. Properly made and kept they modify malarial influences and afford opportunities to the poorer classes for getting fresh air and healthful recreation which they could not otherwise obtain. Shut them up or destroy them and you simply increase the death rate. In the case under consideration it is proposed to appropriate the terrace, where so many go for recreation and sea air, for a hotel which will be erected between the sea and the garden, and to fill a part of the grounds with animals. That simply means the destruction of the Passio for every healthful purpose, and the addition of one more disease-producing locality to this city. A zoological garden in connection with the Botanical Gardens would be a very desirable thing, because it would be sufficiently removed from the thickly-inhabited part of the city to cause no injurious results; but at the Passio Publico it can not fail to be a sanitary evil and a nuisance. We trust that it is not too late to interpose an official veto to this project, in order that the Passio Publico may be shielded from every intrusion that will injure its good influence in this city.

SHIPPING FEES

CHARLESTON, S. C., January 30, 1880.
Editor of the *Journal of Commerce*, New York:
I wish to inquire if there is a price fixed by law for papers furnished by the United States Shipping Commissioners to vessels when shipping crews. I have in every port except this paid \$3 but was charged here \$5 and 50 cents additional for the official log. I stated that this was too much, but I could not get my shipping papers until I had paid the full charge. It is wrong that we should be compelled to use their blanks, and have to pay any exorbitant charges that they choose to make for them.

E. H. HUSTLEY,
Master bark John E. Chase.

Reply—The law allows \$2 for shipping a crew (except apprentices) and 50 cents for discharging a crew. For each boy apprentice including the indenture the Commissioners can charge \$5. The charging of an illegal fee renders any one making it liable to a fine of \$200. The heavy hand of the Shipping Commission act has been laid on commerce from the outset. It ought to be repealed or greatly modified.

THERE were 1,541 fires in New York in 1879, which destroyed property to the amount of \$5,671,580. Of this loss \$900,280 falls on buildings and \$4,771,300 on their contents.

CHEAP GAS.

The recent excitement over the alleged discovery of a cheap and simple means of electric lighting has at least had the useful effect of drawing the attention of our citizens to the large difference between the actual cost of gas and the price which New Yorkers pay for it. It was said a few weeks ago by some enthusiastic admirers of Mr. Edison's light that the competition of what they called the light of the future would force the gas companies to furnish gas at about one-third of the price now paid; and it was with much surprise that most persons learned that the gas companies could do this and yet make a fair profit on their large investments. The city of Wheeling, in West Virginia, owns the gas works there, and supplies gas of fifteen and sixteen candle power to private consumers at one dollar and twenty cents a thousand cubic feet, with ten per cent discount on bills paid within ten days. This price enables the city to keep the works in repair and yields a net profit. The city hospital in Cincinnati manufactures its own gas and makes an eighteen-candle-power gas at a cost of less than thirty-eight cents a thousand cubic feet. In Pittsburgh two companies supply gas at one dollar a thousand cubic feet and make money at it. It may render well examine his latest gas bill he will see at once that between these prices and what New Yorkers pay for light there is an astonishing difference. Yet companies doing an immense business such as our companies do ought to be able to furnish gas at a lower rate than the comparatively unimportant companies we have mentioned. —M. Y. Evening Post.

THE TOTAL value of the leading products of California for the year 1879 was \$151,600,000. The leading item in this total was the wheat product which was valued at \$38,000,000.

THE TOTAL value of the precious metals produced on the Pacific coast of the United States since the discovery of gold in 1848 and up to Jan. 1, 1880, amounts to \$2,138,051,185. The production of 1879 was \$77,610,000.

THE BUSINESS of the New York Central railroad has grown to enormous proportions, and with its four tracks, its increase of rolling stock and its new connections, extending to nearly all parts of the West and South, there is every reason to expect that the increase of traffic should be greater in the future than it has been in the past. The freight movement for the year ending September 30th, 1879, as per annual report of the company, was 1,320,340 tons more than for the previous year. The total movement was 9,015,758 tons, and of tons moved one less, 2,295,827,387. Since 1873, the freight traffic has nearly doubled, the freight carried one mile in that year having been only 1,246,650,063 tons. But for the smaller movement of 1873 the receipts were more than for the larger traffic of 1879, the freight earnings for 1873 having been \$19,616,000 as compared with \$18,270,000 in 1879. This immense freight traffic was carried for only seven mills per ton per mile.

PROVINCIAL NOTES

—The "Empresa Vicente" is now at Pernambuco. It's a circus.
—Highway robberies are reported from various parts of Alagoas.
—Late news from Ceará report several robberies and assassinations.
—The São Paulo duel hung fire. It is feared that it will break out in the daily papers.
—The *Tribuna Liberal* of São Paulo publishes the debates of the provincial assembly for 10,000.
—Dr. Louis Conty is visiting Pelotas, Rio Grande do Sul, for the purpose of studying the jerked beef industry.
—Provincial law No. 2,600, of Minas Geraes, authorizes four lotteries in that province for the benefit of three churches.
—The São Paulo provincial assembly has approved the Ypiranga monument project. The amount conceded is 5,000.
—Miguel Teixeira's poetic effusions have appeared in the *Gazeta* of Porto Alegre. They remind one of the "Sweet Singer of Michigan."
—Nineteen churches come within the provisions of project 149, São Paulo provincial assembly, which authorized two lottery drawings for their construction or repair.
—According to the *Catzenve* of Fortaleza, Ceará, there were seven days on which rain fell at that place in the month of February. The total rainfall was 27.8 millimetres, or nearly 21 millimetres less than in the same month of last year.
—The province of Pará subsidizes six steamship lines as follows: 1st—From Belém to Manaus at 44,000\$ per annum; 2nd—From the island of Marajó, Caviana and Mexicana, for ferry carrying at 58,000\$ per annum; 3rd—From the Rio Guará and Capim, at 5,200\$ per annum; 4th—From Irituia and Juruti, at 46,000\$ per annum; 5th—From Soure, at 10,000\$ per annum; 6th—From Pinheiro and Benfica, at 36,000\$ for 10 years. Total 160,820\$ per annum.

LOCAL NOTES

—The American packet *City of Port* left Pará for this port on the 20th inst.
—It is reported that Counselor Sarinva intends to assume the portfolio of finance.
—No. 199 of the *Recorts Illustrados* illustrates the ministerial position admirably.
—On the 18th 308 immigrants were sent to the colonization "pound" at Barra do Piraty.
—It is reported that Malame Darand has been engaged for the next season of opera in this city.
—These are the days when the bass drum artist is under an eclipse. The big church bells are being muffled.

—Dr. Lopes Trovão, of *nintem* notoriety, has retired from the managing editorship of the *Gazeta da Noite*.

—The residents of Botafogo are complaining of street disturbances in some localities because of the absence of police.

—The coasting steamer *Permutuco*, which arrived at this port on the 13th, brought 247 slaves from the northern provinces.

—Julia Victoria da Silva, 13 years of age, lighted a fire with a can of kerosene on the 18th inst., but she won't do it any more. She used to live at 133 Rua da Ajuda.

—Eight titles of nobility were conferred on the 6th inst. The importance of this event will be seen when it is remembered that titles of nobility are heavily taxed.

—It is said that during the third trial of the *Salvador* in this harbor, when it was announced that everything worked successfully, there was an English engineer aboard.

—Four naval vessels and a tug went after the *Salvador* and the tug won the prize. It is just that the public spirit of Messrs Lages & Son, who sent out the tug, should be so rewarded.

—The minister of empire has authorized the president of São Paulo to expend 18,168\$857 on the São Paulo law academy, to repair the damages caused by the late fire.

—The *Barão* de Trindade, who went after the *Salvador* in the transport *Mudança*, notified the naval department by cable on the 16th that he had called at Santos for his sails.

—The frequency and boldness of assaults and burglaries in this city render it necessary that unusual precautions should be taken against the desperadoes which infest it.

—In view of the continued agitation in the Platine republics it is advisable that the minister of marine should put the navy on a good footing. It is now the *Jaquary's* turn to be put through her exercises.

—Counselor Sarinva and family sailed from Bahia for this port on the coasting steamer *Ceará*, on the 21st inst., at 9:55 a. m. He is accompanied by Senator Danis and family. They were accompanied to the steamer by a great concourse of people.

—The *Saint Martin*, which arrived on 18th, the brought 35 Chinese for the estate of the *Barão* de Nova Friburgo. The *Jornal do Recife* speaks of them as already civilized because their hair is not worn in a "pig-tail" and because they have been at Havana for some time.

—Speaking of Princess Rattazzi's "Bird's Eye View of Portugal" the *Cruzeiro* says that "we have nothing more to say about the book," and that "we will wait until the Princess honors us with a visit and writes a bird's eye view of Brazil." In the latter respect there is no need of waiting.

—Manuel Pires Ribeiro and Manuel José Bilençourt met on the Prala de Botafogo on the evening of the 19th without seconds and with one spectator. Manuel II got the first shot and stretched his antagonist with a broken clavicle. Manuel II and the spectator went to jail, and Manuel I to the hospital.

—A committee of the "União Operária" society has presented the names of two "aristans" to Senator Octaviano as nominees for city aldermen. Our foreign readers will do well not to construe this as an "encouragement to the fine arts," because its meaning is very equivocal. A blacksmith, or a barber, is ranked as an artist here.

—According to notice proposals will be received for the purchase of twenty-one slaves belonging to the bankrupt estate of Maad & Co., for the space of thirty days, dating from March 12, a meeting of the creditors of this estate is also called for the 21st of April, proximo, to take into consideration the sale of certain real estate.

—Won't somebody, with yellow fever, inhale a little of Dr. Maximiano's "disinfectant"? If yellow fever is nothing more than a "pulmonary intoxication," and Dr. M. has got an antidote for it, we don't see why that dreaded scourge should not assume something of the popularity of that less dangerous complaint which bears the latter half of Dr. M.'s reassuring title.

—The sanitary commission of the 2nd district, Santo Antonio parish, of the city have sent in their resignations because of unwarranted interferences on the part of the city council. They claim that certain fines for infraction of sanitary ordinances have been either not collected or remitted, and that the time for closing certain *cottages* has been extended without consulting the commission.

—A commission of prominent men called on the Comte de S. Salvador de Matosinhos on the 16th inst. and tendered him a ball in honor of his recent advancement in titular rank through the good offices of the King of Portugal. The noble Comte—not he of seventeenth-century fame, but the ex-merchant—declined the honor because of illness in his family.

—Because the contractor, Mr. Gabrielli, concluded to suspend work on the Pedregulho reservoir for seven or eight days, the *Jornal* thinks that cause has been given for rescinding the contract and confiscating the 500,000\$ deposited by him as security. There are some people whose moral horizon is sufficiently contracted to advocate and excuse any act looking toward such a confiscation; we should deeply regret to classify the leading journal of this city among them.

—Science is becoming immensely popular throughout the empire. The *Jornal do Recife* is publishing a series of articles on physical geography, the *Gazeta*, of Porto Alegre, a translation of Lockyer's astronomy, the *Cruzeiro* a series of articles on geology, and the *Jornal do Commercio* a discussion between Dr. Freire and "Calipso" on chemistry and yellow fever. When the *Salvador* returns we shall hear all about mechanics and the anatomy of steam engines—possibly of naval tactics.

PROVINCIAL NOTES

—Two prisoners escaped from the Valença jail on the 8th inst.

—Late news from the north report the waters of the Amazon to be rising.

—The receipts of the Pernambuco post office in February were 7,256\$730.

—The charges against the alienation of Heres, Pará, have been annulled by the *juiz* there.

—Christiano Benedito Ottoni Junior has been appointed fiscal engineer of the Paraná railway.

—Three murders were committed at Passos, Minas Gerais, during the first half of February.

—A writer in the *Diário* of Santos has been discussing "The Influence of Women in Agriculture."

—Provincial assemblies are grappling with legislative problems in Pará, Maranhão and Pernambuco.

—A recent case of yellow fever in Campos occasioned a great panic among the citizens of that place.

—Tietê now has another epidemic—that of measles. Tietê is undoubtedly one of the liveliest places in Brazil.

—Alfredo Perola was arrested at Piansungua, S. Paulo, on the 11th inst., on the charge of setting fire to the São Paulo lawlessness.

—The receipts of the São Paulo postal department in February were 19,876\$407 and the expenditures 14,838\$928, leaving a balance of 5,037\$479.

—The "Sociedade Anticorrupção da Agricultura," of Pernambuco, has petitioned the government against the manner in which the new tariff is being executed.

—By decree 7,683, of the 2nd inst., the Rio Novo colony, province of Espírito Santo, is declared emancipated, and subject to the general legislation of the empire.

—According to the *Atatista*, the municipality of Alenas, Minas Gerais, annually exports 6,000,000\$ of coffee, cattle, pork, etc. The Rio Verde railway is projected through this locality.

—The official value of the foreign imports dispatched for consumption at the Pernambuco custom house in February, was 1,847,626\$681. The foreign exports during the same time are valued at 1,959,371\$878.

—The *festa* of the *Senhor* is now at its climax. The city council of Niterói has amended its former ordinance so as to make 2 p. m. the hour for closing. Sudden and violent outbreaks of riotous are seldom long-lived.

—The merchants of Pelotas, Rio Grande do Sul, who entered into an agreement not to purchase of the Rio Grande importers, now declare that agreement null and without effect. And what else could have been expected?

—A soldier named José Francisco Alves was murdered by a *ladro*, Manoel Rodrigues de Almeida, in Pernambuco on the 3rd inst. The crime was occasioned by a rivalry for the attentions of a frail man ber of the fair sex.

—A military force embarked on the steamer *Saldanha da Gama* at S. Hippolyto, Minas Gerais, on the 13th inst. for the purpose of descending the Rio São Francisco to Januária to punish the outlaws who sacked and burned that town.

—A traveler, Luis Antonio da Silva, was shot and gravely wounded in São Paulo on the night of the 14th inst. He was passing through São Paulo on his way to Rio Claro, and the crime occurred in the Travessa do Collegio, in the central part of the city.

—As Francisco Alves Ribeiro and his sister Theodora, both young, were foraging a small stream called the Gamarrilha, near Itapicuru, Minas Gerais, on the 3rd inst., their horses were swept away and both were drowned. The stream was gently swollen by late rains.

—Project 22, introduced into the São Paulo provincial assembly on the 12th inst., authorizes three grand lotteries the proceeds of which will be devoted to the erection of a monument at Piranga to celebrate the independence of Brazil. "The end justifies the means."

—The *Abator* *Sul Alvorin*, of Campanha, Minas Gerais, reports great damages to roads from late rains. In many cases the rivers have overflowed their banks. Two or three persons are reported drowned by the overflow of the Machado and São Paulo rivers.

—The *Phon*, of Juiz de Fora, says that Augusto Antonio Vieira was killed on his lands by shots in the breast and neck on the 10th inst. As his jewelry and money were not taken it is believed that there was some private reason for the murder. The assassin is not known.

—An unusual case, Ruffino Gomes, Camarões de Alameda, living at a place called José Antonio, Pernambuco, killed his aged father on the 20th ult., and then left his mother Manuel in a most lamentable manner because he attempted to defend his father. The paricide then fled.

—Counselor Sariva arrived at Bahia from his sugar plantation on the 19th. The cable does not state whether he finished his sugar mill before leaving, or not, but it is to be hoped that he did so that his excellency may have no outside matters to distract his attention from affairs of state.

—The *Laufeld* of Leopoldina, Minas Gerais, states that that place is overrun with venomous reptiles. The people have petitioned the city council to take vigorous measures for the destruction of *jamburus*, *anacondas*, and *serpentes*, as many houses have already been invaded by them.

—Two *capangas* named José Sabino and Joaquim Baria treacherously attacked Francisco Fernandes de Lima at Itua, Minas Gerais, on the 13th ult., and killed him with knives. They then killed a woman living in the house, firing upon her twice and slaying her sixteen times. After this they attempted to kill Lima's partner, João Baptista de Vinconcellos, but were driven away.

—Project No. 96 of the São Paulo provincial assembly authorizes the municipal councils of that province to levy a *per capita* tax of \$1000 per annum on each citizen over seven years of age—the tax not to exceed \$8000 in each family—for the purpose of constructing primary school buildings throughout the province. Any excess over the amount necessary for this purpose will be devoted to the purchase of school furniture and payment of teacher's salaries.

—A difficulty arising between Paulo Reis França and the president of the São Paulo provincial assembly, Dr. Bento de Paula Souza, on the 17th inst., in which insulting words were exchanged, the reverend deputy sent a challenge to his antagonist to settle the question with arms. A duel between a priest and a civilian will be a great novelty, even in São Paulo. It ought to excite as much interest as that famous duel, a few years ago, between an editor of the *Gazeta* and the "Beau Bismarck" of this city.

—The Rio Novo colony, province of Espírito Santo, was created by the provincial government in 1854, and became an Imperial colony in 1861. Since this latter date it has cost the Imperial treasury about 2,000,000\$, not counting the expenses of the state in behalf of the immigrants before entering the bounds of the colony. The present population is about 4,000 and the total value of the imports and exports of the colony is about 400,000\$ per annum. The principal productions of the colony are coffee, corn, beans and rice. It has about 50,000,000 square metres of land under cultivation.

—The *Cyrtan*, of Cachoeira, Bahia, complains of affairs in the interior of that province as follows: "There is not one place where security for persons or property can be found. The river settlements of the Rio São Francisco are unfortunately converted into a theatre of depredations, assassinations and disorders of every kind. The ruling politicians inflame the *coronéis* against the magistrates who are, in those remote districts, the only guarantee of morality and good order. The police distinguish themselves most in these attacks upon the judicial powers. Crimes are repeated always in an increasing ratio. We have just learned that in one of the streets of the village of Rio das Esgras, in full day, the *ladro* *João* Jacome de Menezes was assassinated by a shot and nine dagger wounds. The province is becoming barbaric. Let the Imperial government help us!"

—The charity fairs—or more correctly the auctions of charitable donations—for the benefit of the São Paulo small-pox hospital ended on the 11th inst. The total receipts were 36,000\$. Although the result reflects great credit on the charitable impulses of the good people of São Paulo, there is certainly great room for improvement in the manner of accomplishing it. A crowded house where everything is sold by one auctioneer and where some few over-zealous philanthropists insist on starting the sale with ostentatious bids of large amounts, is a trying place for the many who can afford to give only small sums. A public charity is truly useful only when it enables the poor to give as well as the rich. These hundred millions is a royal price for an ordinary sofa cushion, but it frightens the man who would gladly give three millions for a simple pin cushion.

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